MOSNA

"Mosna"

similar to "Agenda"

01466-01474-0172

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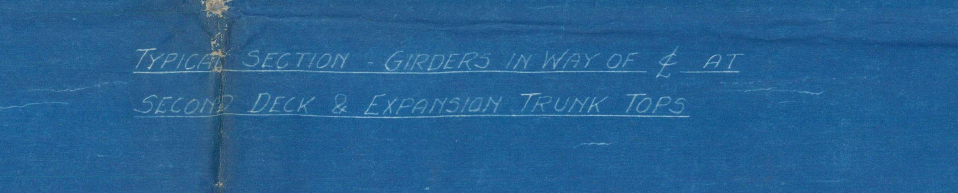
Lloyd's Register
Foundation

PANEL 4 P & S
PANEL 5 P & S
PANEL 6 P & S
PANEL 7 P & S
12 × 3½ × 3½ × .45 CHANNEL STIFFENERS

BULKHEADS 10'-0" OFF CENTRE LINE —·— LOOKING TO PORT FROM CENTRE LINE


Deck Beam
3/8" ℄ Web
3/4" Riv. @ 5 Diam.
6" × 9½" × 3/8" O.A.

TYPICAL SECTION - GIRDERS IN WAY OF ℄ AT SECOND DECK & EXPANSION TRUNK TOPS

CENTRE LINE BULKHEADS

MOSNA
EX
"MOUNT BRUCE PARK"
VCR RPT. No 6048

REVISIONS			
WEST COAST SHIPBUILDERS LTD.			
LONGITUDINAL BULKHEADS			
DESIGNED	DRAWN	TRACED	CHECKED
	T.A. McLAREN & D. PATTERSON		
APPROVED	REVISED	DATE	SCALE
Lloyds Aug 12/43		JUNE 28/43	1/4" = 1'-0"
HULL No. 131 - 140		DWG. No. VT 6	

APPROVED BY LLOYDS REGISTER OF SHIPPING, NEW YORK. AUG: 12/43

PORT SIDE SHOWN LOOKING TO FORT
UDS ⑫
UDS ⑬
UDS ⑭
UDD ⑥
UDD ⑦
UDD ⑧
2 ℔ 27-8" × 61½" × 1"
2 ℔ 27'-8" × 61½" × 1"
2 ℔ 22'-8" × 61½" × 1"

Doubling on Stringer 55-96 frames 40" x 3/4"
See First Entry Report + Midship Section.

"MOUNT BRUCE PARK"
VCR. RPT. No. 6048

REVISIONS	
OCT 2 /43	OPENINGS IN UPPER DECK ADDED

WEST COAST SHIPBUILDERS LTD.

VICTORY TANKER
UPPER DECK

DESIGNED	DRAWN	TRACED	CHECKED
J. A. McLean	J. L. GREEN.		J. A. McLean
APPROVED	**REVISED**	**DATE**	**SCALE**
Lloyds Aug 12/43	J. A. McLean	July 2. 1943	¼" = 1'-0"

HULL No. 131 - 137. DWG. No. V.T.-7.

APPROVED BY LLOYDS REGISTER OF SHIPPING, NEW YORK. AUG: 12/43

NOTE: NO INTERMEDIATE BUTTS IN STRAKES OF PLATING BETWEEN WELDED BUTTS EXCEPT AS SHOWN.

BEAM LIST

Beams Welded to Centre Panels (F – 17)
Beams Welded to Panels (19 – 57)
Loose Beam (59)
Beams Welded to Outer Panels (60 – 67)
Beams Welded to Panels (92 – 134)
Beams Welded to Panels (136 – 160)
Loose Beams (161)
Beams Welded to Panels (163 – 172)

						KNEE	THK	FL
F	1	3'-11"	7"x3½"	.32"	B.A. @13.6#	21"	7/16"	FORD
E	1	6'-1"	"	"	"	"	"	"
D	1	8'-1"	"	"	"	"	"	"
C	1	10'-1"	"	"	"	"	"	"
B	1	12'-0"	"	"	"	"	"	AFT
A	1	13'-9"	"	"	"	"	"	FORD
T	W. T. BULKHEAD							
1	1	17'-2"	8"x3½"	.34	B.A. @16.0#	24"	1/2"	FORD
2	1	18'-9"	"	"	"	"	"	"
3	1	20'-4"	"	"	"	"	"	"
4	1	21'-11"	"	"	"	"	"	"
5	1	23'-4"	"	"	"	"	"	"
6	1	24'-9"	"	"	"	"	"	"
7	1	26'-1"	"	"	"	"	"	"
8	1	27'-5"	"	"	"	"	"	"
9	1	28'-8"	"	.46	B.A. @20.0#	"	"	"
10	1	30'-0"	"	"	"	"	"	"
11	1	31'-3"	"	"	"	"	"	"
12	W. T. BULKHEAD							
13	1	33'-2"	9"x3½"	.38"	B.A. @19.4	FL. 36"	7/16"	FORD
14	1	34'-6"	"	"	"	"	"	"
15	1	35'-10"	"	"	"	"	"	"
16	1	37'-1"	"	"	"	"	"	"
17	1	39'-0"	"	"	"	"	"	"
18	O. T. BULKHEAD							
19	2 2	10'-0" 10'-6"	9"x3½"	.38	B.A. @19.4	FL. 36"	7/16"	FORD
20	2	10'-10"	8"x3½"	.34	B.A. @16.0#	FL 36"	7/16"	"
21	2	11'-3"	8"x3½"	.34	B.A. @16.0#	FL. 36"	7/16"	FORD
22	2	11'-8"	"	"	"	"	"	"
23	2	12'-1"	"	"	"	"	"	"
24	2	12'-6"	"	"	"	"	"	"
25	2	12'-11"	"	"	"	"	"	"
26	2	13'-3"	"	"	"	"	"	"
27	O. T. BULKHEAD							
28	2	13'-11"	8"x3½"	.34	B.A. @16.0	FL. 36"	7/16"	FORD
29	2	14'-3"	"	"	"	"	"	"
30	2	14'-6"	"	"	"	"	"	"
31	2	14'-10"	"	"	"	"	"	"
32	2	15'-1"	"	"	"	"	"	"
33	2	15'-3"	"	"	"	"	"	"
34	2	15'-5"	"	"	"	"	"	"
35	2 2	10'-0" 15'-9"	12"x4x4	.467	CHAN @35.0#	FL 36"	7/16"	"
36	2 2	10'-0" 15'-11"	"	"	"	"	"	"
37	2 2	10'-0" 16'-1"	"	"	"	"	"	"
38	2 2	10'-0" 16'-3"	"	"	"	"	"	"
39	2 2	10'-0" 16'-5"	"	"	"	"	"	"
40	O. T. BULKHEAD							
41	2 1	16'-9" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	FL 36"	7/16"	"
42	2 1	16'-10" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
43	2 1	17'-0" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
44	2 1	17'-1" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
45	2 1	17'-2" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
46	2	17'-4"	9"x3½"	.38	B.A. @19.4	"	"	"
47	2	17'-6"	9"x3½"	.38	B.A. @19.4	FL 36"	7/16"	FORD
48	2	"	"	"	"	"	"	"
49	2	"	"	"	"	"	"	"
50	2	"	"	"	"	"	"	"
51	2	"	"	"	"	"	"	"
52	2	"	"	"	"	"	"	"
53	2	"	"	"	"	"	"	"
54	2	"	"	"	"	"	"	"
55	2	"	"	"	"	"	"	"
56	2	"	"	"	"	"	"	"
57	2	"	"	"	"	"	"	"
58	O. T. BULKHEAD							
59	2 2	10'-0" 17'-6"	12"x4x4	.467	CHAN @35.0#	FL 36"	7/16"	AFT
60	1 2	10'-0" 17'-6"	"	"	"	"	"	FORD
61	1 2	10'-0" 17'-6"	"	"	"	"	"	"
62	1 2	10'-0" 17'-6"	"	"	"	"	"	"
63	1 2	10'-0" 17'-6"	"	"	"	"	"	"
64	1 2	10'-0" 17'-6"	"	"	"	"	"	"
65	2 2	10'-0" 17'-6"	"	"	"	"	"	"
66	O.T. BULKHEAD							
67	2	17'-6"	9"x3½"	.38	B.A. @19.4	FL 36"	7/16"	FORD
68	2	"	"	"	"	"	"	"
69	2	"	"	"	"	"	"	"
70	2	"	"	"	"	"	"	"
71	2	"	"	"	"	"	"	"
72	2	"	"	"	"	"	"	"
73	2	"	"	"	"	"	"	"
74	2	"	"	"	"	"	"	"
75	2	"	"	"	"	"	"	"
76	2 1	" 20'-0"	"	"	"	"	"	"
77	1 1	20'-0" 17'-6"	"	"	"	"	"	AFT
78	2	"	"	"	"	"	"	FORD
79	2	"	"	"	"	"	"	"
80	2	"	"	"	"	"	"	"
81	2	"	"	"	"	"	"	"
82	2	"	"	"	"	"	"	"
83	2	"	"	"	"	"	"	"
84	2	"	"	"	"	"	"	"
85	2	"	"	"	"	"	"	"
86	O.T. BULKHEAD							
87	2 1	17'-6" 20'-0"	12"x4x4	.467	CHAN @35.0#	FL 36"	7/16"	FORD AFT
88	2	17'-6"	"	"	"	"	"	FORD
89	2	"	"	"	"	"	"	"
90	2 1	17'-6" 20'-0"	"	"	"	"	"	"
91	O.T. BULKHEAD							
92	2	17'-6"	9"x3½"	.38	B.A. @19.4	FL 36"	7/16"	"
93	2	"	"	"	"	"	"	"
94	2	"	"	"	"	"	"	"
95	2	"	"	"	"	"	"	"
96	2	"	"	"	"	"	"	"
97	2	"	"	"	"	"	"	"
98	2	"	"	"	"	"	"	"
99	2	"	"	"	"	"	"	"
100	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	FL 36"	7/16"	AFT
101	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
102	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
103	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
104	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
105	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.38 .467	B.A. @19.4 CHAN @35.0	"	"	"
106	O. T. BULKHEAD							
107	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	FL 36"	7/16"	"
108	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
109	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
110	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
111	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
112	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
113	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
114	2 1	17'-6" 20'-0"	9"x3½" 12"x4x4	.44 .467	B.A. @21.6 CHAN @35.0	"	"	"
115	2	17'-6"	9"x3½"	.44	B.A. @21.6	"	"	"
116	2	"	"	"	"	"	"	"
117	2	"	"	"	"	"	"	"
118	2	"	12"x4x4	.467	CHAN @35.0	"	"	"
119	2	"	"	"	"	"	"	"
120	2	"	"	"	"	"	"	"
121	O.T. & WASH BULKHEAD							
122	2	17'-6"	12"x4x4	.467	CHAN @35.0	FL 36"	7/16"	"
123	2	"	"	"	"	"	"	"
124	2	"	"	"	"	"	"	"
125	2	"	"	"	"	"	"	"
126	2	"	"	"	"	"	"	"
127	2	"	"	"	"	"	"	"
128	2	"	"	"	"	"	"	"
129	2 1	17'-6" 20'-0"	"	"	"	"	"	"
130	2 1	17'-5" 20'-0"	"	"	"	"	"	"
131	2 1	17'-5" 20'-0"	"	"	"	"	"	"
132	2 1	17'-4" 20'-0"	"	"	"	"	"	"
133	2 1	17'-4" 20'-0"	"	"	"	"	"	"
134	2 1	17'-3" 20'-0"	"	"	"	"	"	"
135	O.T. BULKHEAD							
136	2 2	10'-0" 17'-2"	12"x4x4	.467	CHAN. @35.0#	FL 36"	7/16"	"
137	2 2	10'-0" 17'-1"	"	"	"	"	"	"
138	2 2	10'-0" 17'-0"	"	"	"	"	"	"
139	2 2	10'-0" 16'-10"	"	"	"	"	"	"
140	2 2	10'-0" 16'-8"	"	"	"	"	"	"
141	2 2	10'-0" 16'-6"	"	"	"	"	"	"
142	2	16'-4"	9"x3½"	.38	B.A. @19.4#	FL 36"	7/16"	"
143	2	16'-2"	"	"	"	"	"	"
144	2	15'-11"	"	"	"	"	"	"
145	2	15'-8"	"	"	"	"	"	"
146	2	15'-4"	"	"	"	"	"	"
147	2	15'-0"	"	"	"	"	"	"
148	2	14'-8"	"	"	"	"	"	"
149	O.T. BULKHEAD							
150	2	13'-10"	9"x3½"	.38	B.A. @19.4	FL 36"	7/16"	"
151	2	13'-4"	"	"	"	"	"	"
152	2	12'-9"	"	"	"	"	"	"
153	2	12'-4"	"	"	"	"	"	"
154	2	11'-9"	"	"	"	"	"	"
155	2	11'-1"	"	"	"	"	"	"
156	2	10'-5"	"	"	"	"	"	"
157	2	9'-9"	"	"	"	"	"	"
158	2 2	10'-0" 8'-9"	10"x3½"	.40	B.A. @22.4	FL 36"	7/16"	"
159	2 2	10'-0" 7'-11"	"	"	"	"	"	"
160	2 2	10'-0" 7'-0"	"	"	"	"	"	"
161	2 2	10'-0" 5'-11"	"	"	"	"	"	"
162	O.T. BULKHEAD							
163	1	12'-4"	7"x3½"	.32	B.A. @13.6#	FL 21"	7/16"	"
164	1	10'-3"	"	"	"	"	"	"
165	1	9'-0"	"	"	"	"	"	FORD
166	1	21'-3"	8"x3½"	.34	B.A. @16.0#	FL 24"	"	AFT
167	1	18'-9"	"	"	"	"	"	FORD
168	1	16'-3"	"	"	"	"	"	AFT
169	1	13'-3"	"	"	"	"	"	FORD
170	1	10'-10"	7"x3½"	.32	B.A. @13.6#	FL 21"	"	AFT
171	1	7'-11"	"	"	"	"	"	FORD
172	1	5'-0"	"	"	"	"	"	AFT

APPROVED BY LLOYDS REGISTER OF SHIPPING
NEW YORK AUG: 12/43

"MOUNT BRUCE PARK"
Vcr. Rpt. No. 6048

REVISIONS	
Oct 2/43	Openings in Second Deck added.

WEST COAST SHIPBUILDERS LTD.

VICTORY TANKER
SECOND DECK

DESIGNED	DRAWN	TRACED	CHECKED
	J. L. GREEN		
APPROVED	**REVISED**	**DATE**	**SCALE**
Lloyds aug 12/43		June 21, 1943	1/4" = 1'-0"
HULL NO. 131 - 137		DWG. NO. V.T. 3.	

S

ADWEIGHT

× D)

(B + D)

S.....

WAY OF FORE PEAK, AFT PEAK

NECTIONS TO ALL OT. & W.T.

ND. DECK - SHELL CONNECTION

S ONLY

- FLOORS TO MARGIN

EQUIPMENT

2 -	STOCKLESS ANCHOR 8400 LBS. EACH		
1 -	STREAM ANCHOR (STOCKLESS) 23 3/4 CWTS.		
1 -	2 1/16 H.T. STUD CABLE CHAIN 255 FATHOMS		
1 -	STREAM WIRE	90 FATHOMS	5" - 6 × 12 F.S.W.
1 -	TOWLINE	120 FATHOMS	4 3/4" - 6 × 24 SP. F.S.W.
2 -	HAWSERS	90 FATHOMS	2 3/4" - 6 × 12 F.S.W.
2 -	WARPS	90 FATHOMS	2 1/2" - 6 × 12 F.S.W.

Mosina

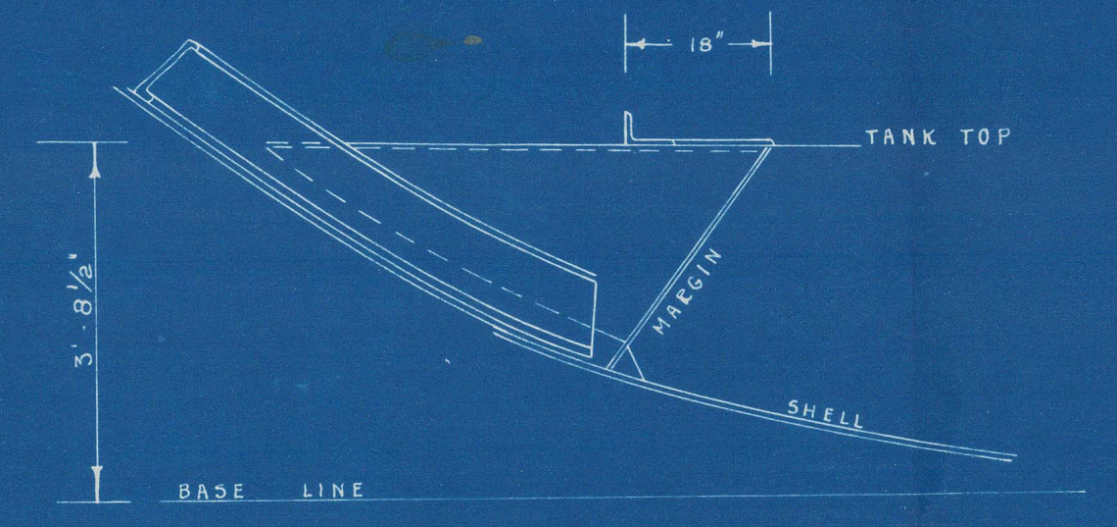
014666-14674-0171

TABLE OF MAIN SUBDIVISION

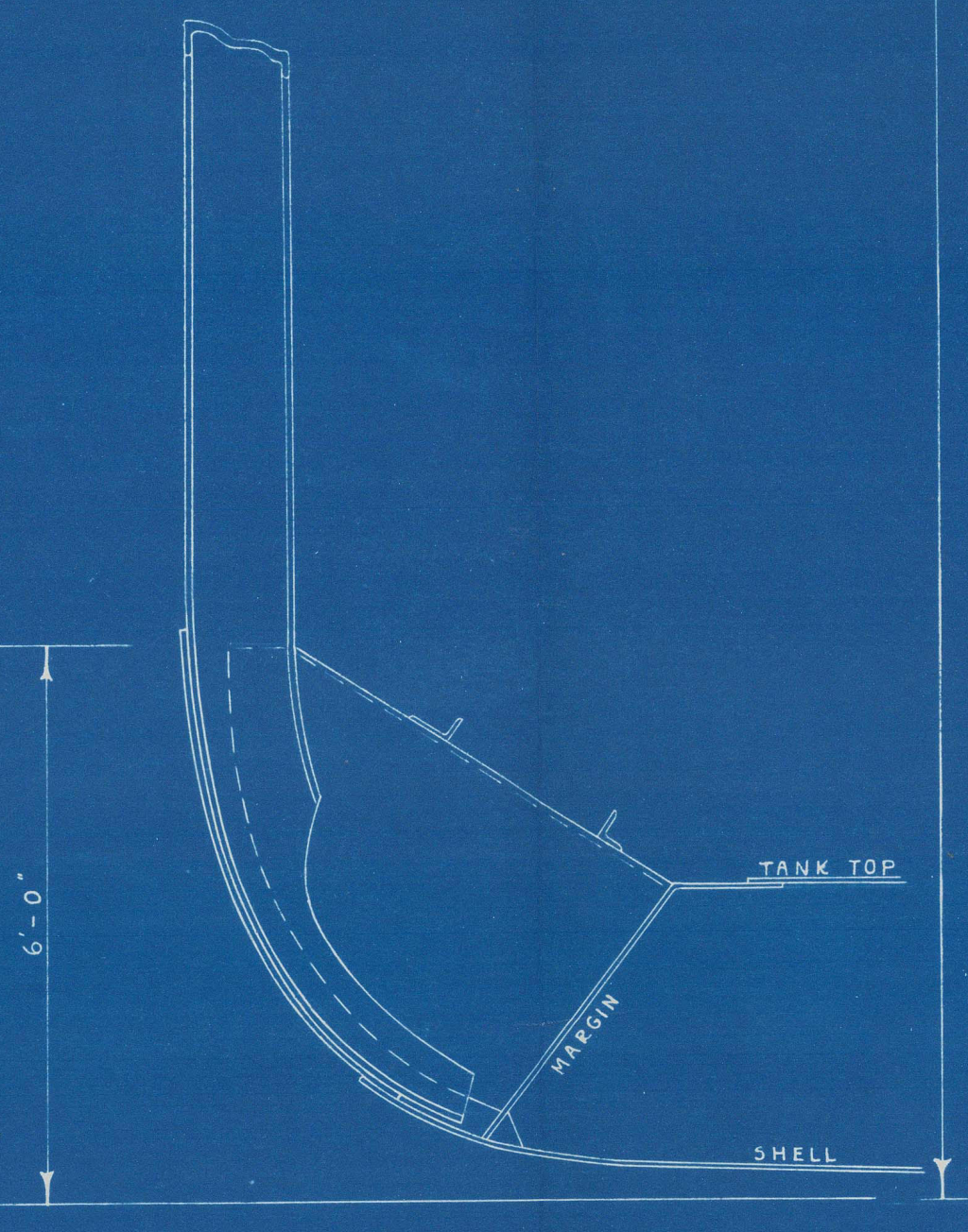
FRAMES	COMPARTMENT	LENGTH	LONGITUDINAL DIVISION
T - 12	AFT PEAK TANK	24'-0"	
12 - 18	AFTER COFFERDAM	15'-0"	
18 - 27	NO. 7 TANK	22'-6"	O.T. ℄ BULKHEAD
27 - 40	NO. 6 TANK	32'-6"	O.T. ℄ BULKHEAD
40 - 58	NO. 5 TANK	45'-0"	2 - O.T. B'H'DS. 10'-0" OFF ℄
58 - 66	PUMP ROOM - COFFERDAM	20'-0"	W.T. ℄ BULKHEAD
66 - 86	MACHINERY SPACE	50'-0"	
86 - 91	FW'D. PUMP ROOM	12'-6"	
91 - 106	NO. 4 TANK	37'-6"	2 - O.T. B'H'DS 10'-0" OFF ℄
106 - 121	NO. 3 TANK (AFT)	37'-6"	2 - O.T. B'H'DS 10'-0 OFF ℄
121 - 135	NO. 3 TANK (FOR'D)	35'-0"	2 - O.T. B'H'DS 10'-0 OFF ℄
135 - 149	NO. 2 TANK	31'-6"	O.T. ℄ BULKHEAD
149 - 162	NO. 1 TANK	29'-3"	O.T. ℄ BULKHEAD
162 - 173	FORE PEAK TANK	22'-0"	

PRINCIPAL DIMENSIONS

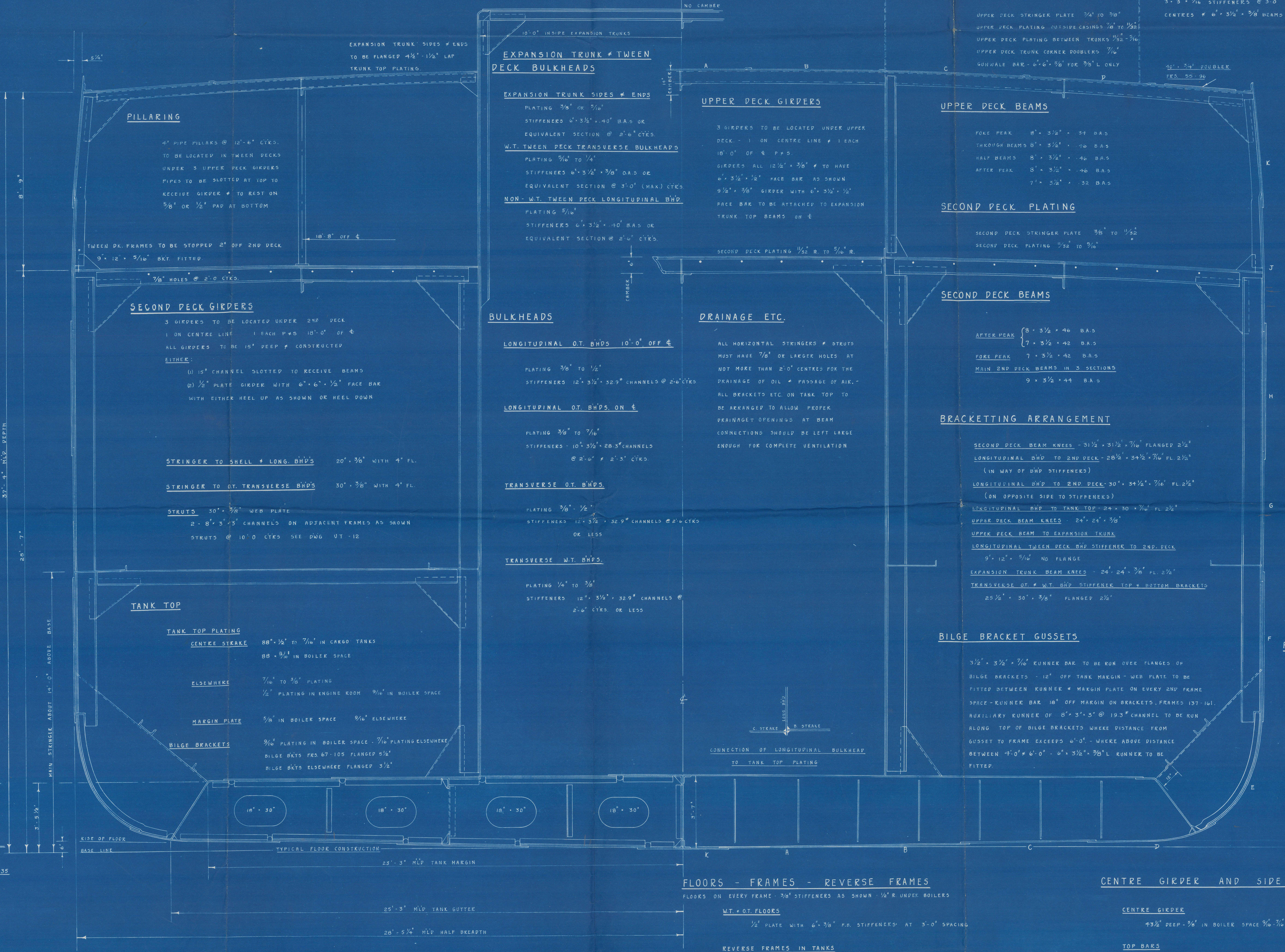
LENGTH B.P.	416' - 0"
BREADTH MLD.	56' - 10½"
DEPTH MLD.	37' - 4"
DRAFT MLD.	26' - 10¼"
CORRESPONDING DEADWEIGHT	10,000 TONS
FIRST NUMERAL (L × D)	15,500
SECOND NUMERAL L × (B + D)	39,200



BILGE BRACKET DETAIL FRAMES 136 - 161



BILGE BRACKET DETAIL FRS. 19 - 65 & FRS. 107 - 135



CONNECTION OF LONGITUDINAL BULKHEAD TO TANK TOP PLATING

TOP OF EXPANSION TRUNKS 3/8" PLATE
6" × 3½" × 3/8" B.A. BEAMS
@ 2'-6" & 2'-3" CTR'S.

EXPANSION TRUNK SIDES & ENDS TO BE FLANGED 4½" - 1½" LAP
TRUNK TOP PLATING.

TWEEN DK. FRAMES TO BE STOPPED 2" OFF 2ND DECK
9" × 12" × 5/16" BKT. FITTED.

7/8" HOLES @ 2'-0 CTR'S.

SECOND DECK PLATING 11/32" PL. TO 5/16" PL.

NOTE .. BASE LINE TAKEN 1/2" ABOVE BOTTOM OF C.V.K. ANGLES

PILLARING

4" PIPE PILLARS @ 12'-6" CTR'S. TO BE LOCATED IN TWEEN DECKS UNDER 3 UPPER DECK GIRDERS PIPES TO BE SLOTTED AT TOP TO RECEIVE GIRDER & TO REST ON 5/8" OR 1/2" PAD AT BOTTOM

SECOND DECK GIRDERS

3 GIRDERS TO BE LOCATED UNDER 2ND DECK
1 ON CENTRE LINE 1 EACH P & S 18'-0" OF ℄
ALL GIRDERS TO BE 15" DEEP & CONSTRUCTED
EITHER:
(1) 15" CHANNEL SLOTTED TO RECEIVE BEAMS
(2) 1/2" PLATE GIRDER WITH 6" × 6" × 1/2" FACE BAR WITH EITHER HEEL UP AS SHOWN OR HEEL DOWN

STRINGER TO SHELL & LONG. B'H'D'S 20" × 3/8" WITH 4" FL.

STRINGER TO O.T. TRANSVERSE B'H'D'S 30" × 3/8" WITH 4" FL.

STRUTS 30" × 3/8" WEB PLATE
2 - 8" × 3" × 3" CHANNELS ON ADJACENT FRAMES AS SHOWN
STRUTS @ 10'-0 CTRS SEE DWG VT - 12

TANK TOP

TANK TOP PLATING

CENTRE STRAKE	88" × 1/2" TO 7/16" IN CARGO TANKS 88 × 9/16" IN BOILER SPACE
ELSEWHERE	7/16" TO 3/8" PLATING 1/2" PLATING IN ENGINE ROOM 9/16" IN BOILER SPACE
MARGIN PLATE	5/8" IN BOILER SPACE 9/16" ELSEWHERE
BILGE BRACKETS	9/16" PLATING IN BOILER SPACE - 7/16" PLATING ELSEWHERE BILGE BK'TS FRS. 67 - 105 FLANGED 5½" BILGE BK'TS ELSEWHERE FLANGED 3½"

EXPANSION TRUNK & TWEEN DECK BULKHEADS

EXPANSION TRUNK SIDES & ENDS
PLATING 3/8" OR 5/16"
STIFFENERS 6" × 3½" × .40" B.A.S OR
EQUIVALENT SECTION @ 2'-6" CTR'S.

W.T. TWEEN DECK TRANSVERSE BULKHEADS
PLATING 5/16" TO 1/4"
STIFFENERS 6" × 3½" × 3/8" O.A.S OR
EQUIVALENT SECTION @ 3'-0" (MAX.) CTR'S.

NON - W.T. TWEEN DECK LONGITUDINAL B'H'D.
PLATING 5/16"
STIFFENERS 6" × 3½" × .40" B.A.S OR
EQUIVALENT SECTION @ 2'-6" CTR'S.

BULKHEADS

LONGITUDINAL O.T. B'H'DS 10'-0" OFF ℄
PLATING 3/8" TO 1/2"
STIFFENERS 12" × 3½" × 32.9# CHANNELS @ 2'-6" CTR'S

LONGITUDINAL O.T. B'H'DS. ON ℄
PLATING 3/8" TO 7/16"
STIFFENERS - 10" × 3½" × 28.3# CHANNELS @ 2'-6" & 2'-3" CTR'S.

TRANSVERSE O.T. B'H'DS.
PLATING 3/8" - 1/2"
STIFFENERS 12" × 3½ × 32.9# CHANNELS @ 2'-6 CTR'S OR LESS

TRANSVERSE W.T. B'H'DS.
PLATING 1/4" TO 3/8"
STIFFENERS 12" × 3½" × 32.9# CHANNELS @ 2'-6" CTR'S. OR LESS

CASING

CASING PLATING	5/16" TO 1/4"
CASING STIFFENERS	3" × 3" × 5/16" O.A.S
CASING TOP BEAMS	6" × 3½" × 3/8" O.A.S

UPPER DECK GIRDERS

3 GIRDERS TO BE LOCATED UNDER UPPER DECK. - 1 ON CENTRE LINE & 1 EACH 18'-0" OF ℄ P & S.
GIRDERS ALL 12½" × 3/8" & TO HAVE 6" × 3½" × 1/2" FACE BAR AS SHOWN
9½" × 3/8" GIRDER WITH 6" × 3½" × 1/2" FACE BAR TO BE ATTACHED TO EXPANSION TRUNK TOP BEAMS ON ℄

DRAINAGE ETC.

ALL HORIZONTAL STRINGERS & STRUTS MUST HAVE 7/8" OR LARGER HOLES AT NOT MORE THAN 2'-0" CENTRES FOR THE DRAINAGE OF OIL & PASSAGE OF AIR. - ALL BRACKETS ETC. ON TANK TOP TO BE ARRANGED TO ALLOW PROPER DRAINAGE - OPENINGS AT BEAM CONNECTIONS SHOULD BE LEFT LARGE ENOUGH FOR COMPLETE VENTILATION

FRAME SPACING

FRAMES	H - 12	- 24"
FRAMES	12 - 135	- 30"
FRAMES	135 - 162	- 27"
FRAMES	162 - 174	- 24"

UPPER DECK PLATING

UPPER DECK STRINGER PLATE 3/4" TO 5/8"
UPPER DECK PLATING OUTSIDE CASINGS 7/8" TO 11/32"
UPPER DECK PLATING BETWEEN TRUNKS 11/32" - 5/16
UPPER DECK TRUNK CORNER DOUBLERS 7/16"
GUNWALE BAR - 6" × 6" × 5/8" FOR 3/5" L ONLY

DECKHOUSES ON UPPER DECK
5/16" PLATE THROUGHOUT WITH
3" × 3" × 5/16" STIFFENERS @ 3'-0"
CENTRES & 6" × 3½" × 3/8" BEAMS

UPPER DECK BEAMS

FORE PEAK	8" × 3½" × .34 B.A.S
THROUGH BEAMS	8" × 3½" × .46 B.A.S
HALF BEAMS	8" × 3½" × .46 B.A.S
AFTER PEAK	8" × 3½" × .46 B.A.S
	7" × 3½" × .32 B.A.S

SECOND DECK PLATING

SECOND DECK STRINGER PLATE 3/8" TO 11/32"
SECOND DECK PLATING 11/32" TO 5/16"

SECOND DECK BEAMS

AFTER PEAK	8 × 3½ × 46 B.A.S 7 × 3½ × 42 B.A.S
FORE PEAK	7 × 3½ × 42 B.A.S

MAIN 2ND DECK BEAMS IN 3 SECTIONS
9 × 3½ × 44 B.A.S

BRACKETTING ARRANGEMENT

SECOND DECK BEAM KNEES - 31½" × 31½" × 7/16" FLANGED 2½"
LONGITUDINAL B'H'D TO 2ND DECK - 28½" × 34½" × 7/16" FL. 2½"
(IN WAY OF B'H'D STIFFENERS)
LONGITUDINAL B'H'D TO 2ND. DECK - 30" × 34½" × 7/16" FL. 2½"
(ON OPPOSITE SIDE TO STIFFENERS)
LONGITUDINAL B'H'D TO TANK TOP - 24 × 30 × 7/16" FL. 2½"
UPPER DECK BEAM KNEES - 24" × 24" × 3/8"
UPPER DECK BEAM TO EXPANSION TRUNK
LONGITUDINAL TWEEN DECK B'H'D STIFFENER TO 2ND. DECK
9" × 12" × 5/16" NO FLANGE
EXPANSION TRUNK BEAM KNEES - 24" × 24" × 3/8" FL. 2½"
TRANSVERSE O.T. & W.T. B'H'D STIFFENER TOP & BOTTOM BRACKETS
25½" × 30" × 3/8" FLANGED 2½"

BILGE BRACKET GUSSETS

3½" × 3½" × 7/16" RUNNER BAR TO BE RUN OVER FLANGES OF BILGE BRACKETS - 12" OFF TANK MARGIN - WEB PLATE TO BE FITTED BETWEEN RUNNER & MARGIN PLATE ON EVERY 2ND FRAME SPACE - RUNNER BAR 18" OFF MARGIN ON BRACKETS, FRAMES 137 - 161. AUXILIARY RUNNER OF 8" × 3" × 3" @ 19.3# CHANNEL TO BE RUN ALONG TOP OF BILGE BRACKETS WHERE DISTANCE FROM GUSSET TO FRAME EXCEEDS 6'-0". - WHERE ABOVE DISTANCE BETWEEN 4'-0" & 6'-0" - 6" × 3½" × 3/8" L RUNNER TO BE FITTED.

TWEEN DECK FRAMES

6" × 3½" × 1/2" O.A.S	MIDSHIPS & AFT
6" × 3½" × .52" B.A.S	FORWARD OF 3/5 LENGTH
8" × 3½" × .34" B.A.S	FORE & AFT PEAKS

SHELL PLATING

SHEER STRAKE
11/16" MIDSHIPS TO 7/16" AT ENDS

STRAKE BELOW SHEER STRAKE
5/8" MIDSHIPS TO 7/16" AT ENDS

SIDE SHELL
5/8" PLATING MIDSHIPS TO 7/16" AT ENDS - SIDE SHELL INCREASED 25% ABOVE RULE THICKNESS (I.E. TO 9/16") IN LIEU OF STRINGERS IN WAY OF PANTING AREA 10% OF LENGTH AFT OF COLLISION BULKHEAD.

BOTTOM PLATING
5/8" PLATING - 3 STRAKES NEXT TO KEEL TO BE 10% ABOVE RULE THICKNESS FROM 1/2 L FW'D.

KEEL
52" × 3/4" FOR 3/5 L TO 11/16" AT ENDS

FRAMING

MAIN FRAMES

12" × 4" × 4" × .467" - 35# CHANNEL FRAMES IN WAY OF E.R. & NO. 4 TANK

12" × 4" × 4" × .590" - 40# CHANNEL FRAMES IN E.R., B.R., NO. 7 TANK, NO. 6 TANK, NO. 5 TANK, PUMP ROOMS & NO. 3 TANK.

10" × 3½" × 3½" × .425" - 25.3# CHANNEL FRAMES IN NO. 1 & NO. 2 TANKS

8" × 3½" × .34" - 16# FRAMES IN FORE & AFT PEAK

FLOORS - FRAMES - REVERSE FRAMES

FLOORS ON EVERY FRAME - 3/8" STIFFENERS AS SHOWN - 1/2" PL. UNDER BOILERS

W.T. & O.T. FLOORS
1/2" PLATE WITH 6" × 3/8" F.B. STIFFENERS AT 3'-0" SPACING

REVERSE FRAMES IN TANKS
4" × 4" × 9/16" IN BOILER SPACE - 6" × 6" × 5/8" UNDER BOILERS BEARERS
6" × 6" × 1/2" UNDER ENGINES - 3½" × 3½" × 7/16" ELSEWHERE

BOTTOM FRAMES
FROM 1/2 L FORWARD TO COLLISION BULKHEAD 6 × 6 × 1/2. ELSE WHERE 3½ × 3½ × 7/16 O.A.

CENTRE GIRDER AND SIDE GIRDERS

CENTRE GIRDER
43½" DEEP - 5/8" IN BOILER SPACE 9/16 - 7/16" ELSEWHERE

TOP BARS
4" × 4" × 1/2" IN BOILER SPACE 3½" × 3½" × 7/16" ELSEWHERE

BOTTOM BARS
4" × 4" × 1/2" - 12.8# THROUGHOUT

VERTICALS
4" × 4" × 1/2" IN BOILER SPACE - 6" × 6" × 5/8" UNDER BOILER BEARERS. 6" × 6" × 1/2" UNDER ENGINES - 3½" × 3½" × 7/16" ELSEWHERE

GIRDERS
1 EACH SIDE 6" × 3½" × 7/16" - 15.9# B.A. CONTINUOUS TOP & BOT.
6" × 3½" × 7/16" - 15.9# B.A. VERT. AT EACH FLOOR

INTERCOSTAL GIRDERS
UNDER ENGINES & FW'D OF 1/2 L IN PANTING AREA

WELDED CONSTRUCTION

WELDING IS TO BE USED ON FOLLOWING ITEMS.....

SHELL
ALL SHELL BUTTS - SHELL SEAMS IN WAY OF FORE PEAK, AFT PEAK & FORWARD DEEP TANKS - SHELL CONNECTIONS TO ALL O.T. & W.T. BULKHEADS - SHELL CONNECTION TO 2ND. DECK - SHELL CONNECTION TO UPPER DECK AT FOR'D & AFT ENDS ONLY

DOUBLE BOTTOM
ALL W.T. & O.T. FLOORS & COFFERDAMS - FLOORS TO MARGIN

TANK TOP
LONGITUDINAL & TRANSVERSE W.T. & O.T. BULKHEADS TO TANK TOP - TANK TOP TO MARGIN - MARGIN TO SHELL - TUNNEL WELDED THROUGHOUT

BULKHEADS
ALL O.T. & W.T. BULKHEADS THROUGHOUT INCLUDING TRANSVERSE BULKHEADS, LONGITUDINAL BULKHEADS & EXPANSION TRUNKS.

SECOND DECK
ALL BUTTS & SEAMS & CONNECTIONS TO BEAMS, BULKHEADS EXPANSION TRUNKS

UPPER DECK
ALL BUTTS - CONNECTIONS TO EXPANSION TRUNKS & CASINGS - CONNECTION TO SHELL FOR'D & AFT OF MIDDLE 3/5 LENGTH

ALL WELDING TO MEET SURVEYORS APPROVAL - WELDING RODS TO BE APPROVED BY CLASSIFICATION SOCIETY
ALL BUTTS & BEVELLED FILLET WELDS TO HAVE SEALING WELD ON REVERSE SIDE
BEAMS, STIFFENERS, STRINGERS & WEBS TO BE INTERMITTENTLY WELDED WITH SIZES & SPACING OF TACKS

EQUIPMENT

2 - STOCKLESS ANCHOR 8400 LBS. EACH
1 - STREAM ANCHOR (STOCKLESS) 23¾ CWTS.
1 - 2 1/16 H.T. STUD CABLE CHAIN 255 FATHOMS
1 - STREAM WIRE 90 FATHOMS 5" - 6 × 12 F.S.W.
1 - TOWLINE 120 FATHOMS 4¾" - 6 × 24 SP. F.S.W.
2 - HAWSERS 90 FATHOMS 2¾" - 6 × 12 F.S.W.
2 - WARPS 90 FATHOMS 2½" - 6 × 12 F.S.W.

NOTE

SEE LETTER W.M.S.L. DATED 7/7/43 ON "VICTORY FREIGHTERS". RULES REQUIRE 270 FATHOMS OF 2" H.T. STUD LINK CHAIN CABLES. IF 2 1/16 IS SUPPLIED 255 FMS WOULD BE ACCEPTABLE DURING THE EMERGENCY, TO BE INCREASED LATER TO 270 FMS. IF, ON ACCOUNT CHAIN CABLE SHORTAGE, LESS THAN 255 FMS. ARE SUPPLIED NOW, CLASS WOULD BE SUBJECT TO DEFICIENCY BEING MADE GOOD AT FIRST OPPORTUNITY.

RIVETED CONSTRUCTION

ITEM	SEAM	RIV. DIA.	PITCH
SEAMS IN SHELL PLATING	DOUBLE	7/8"	4 DIA.
FRAMES TO SHELL IN CARGO TANKS ETC.	—	7/8"	5½ DIA.
FRAMES TO SHELL MACHINERY SPACE	—	7/8"	6½ DIA.
FRAMES TO FLOORS - NORMAL	—	3/4"	7 DIA.
FRAMES TO FLOORS - PANTING AREA	—	3/4"	5½ DIA.
REVERSE FRAMES TO FLOORS - NORMAL	—	3/4"	7 DIA.
REVERSE FRAMES TO FLOORS IN E.R.	—	7/8"	5½ DIA.
REVERSE FRAMES TO TANK TOP	—	7/8"	6 DIA.
REVERSE FRAMES TO TANK TOP IN E.R.	—	1"	4½ DIA.
TANK TOP SEAMS	D & S	3/4"	4 DIA.
UPPER DECK SEAMS	SINGLE	7/8"	4½ DIA.
CASING & LONG. TWEEN DECK B'H'D BUTTS	SINGLE	5/8"	5½ DIA.
CASING & LONG. TWEEN DECK B'H'D SEAMS	SINGLE	5/8"	6 DIA.
CASING & LONG. TWEEN DECK B'H'D TO STIFF.S	—	3/4"	7 DIA.
TRANSVERSE TWEEN DECK B'H'D BUTTS	SINGLE	5/8"	5½ DIA.
TRANSVERSE TWEEN DECK B'H'D TO STIFF.S	—	5/8"	7 DIA.

BRACKETTED CONNECTIONS

BRACKET	№ RIV	SIZE
BILGE BRACKET FRS. 66 - 106	14	7/8"
BILGE BRACKET FRS. 136 - 161	13	7/8"
BILGE BRACKET FRS. 19 - 65 & 107 - 135	14	7/8"
2ND. DECK BEAM KNEES	8	7/8"
UPPER DECK BEAM KNEES	6	7/8"
CENTRE LINE B'H'D BOTTOM B'K'T	7	7/8"
CENTRE LINE B'H'D TOP BRACKET	7	7/8"
EXPANSION TRUNK TOP BRACKET	6	7/8"
STRINGER B'K'TS TO STRUTS	8	7/8"
TRANSVERSE O.T. BULKHEAD BRACKET	8	7/8"

43-4
85-6
124

MOSNA EX
MOUNT BRUCE PARK
VANCOUVER 1st ENTRY REPORT No 6028.

APPROVED BY LLOYDS REGISTER OF SHIPPING .. NEW YORK AUG. 12, 1943.

REVISIONS

WEST COAST SHIPBUILDERS LTD.

VICTORY TANKER - MIDSHIP SECTION

DESIGNED	DRAWN	TRACED	CHECKED
J. A. McFarlane	J. A. McFarlane	M. Carter.	
APPROVED	**REVISED**	**DATE**	**SCALE**
AUG 12/43		JUNE 9, 1943	1/2" = 1 FT
HULL NO. 131 - 132		**DWG. NO.** V.T. - 1.	